

IN THE CLAIMS:

Claim 1 – 21. (Canceled)

Claim 22. (New) A hull for an amphibious vehicle with an underside submersible in water and at least one strake extending lengthwise along at least part of the underside, wherein the at least one strake has a forward part which is substantially triangular in transverse cross-section and a rearward section which is substantially quadrilateral in transverse cross-section.

Claim 23. (New) A hull as claimed in claim 22 wherein the at least one strake at least in part has a pair of surfaces which both extend downwardly from the hull at an angle of 75 degrees to 90 degrees to the horizontal when the hull is level, each of the surfaces when immersed in water capable of giving rise to a lateral force on the hull during turning of the hull in water.

Claim 24. (New) A hull for an amphibious vehicle with an underside submersible in water and at least a first pair of strakes extending parallel to each other lengthwise along at least part of the underside, wherein each strake of the at least first pair of strakes has a forward part which is substantially triangular in transverse cross-section and a rearward section which is substantially quadrilateral in transverse cross-section.

Claim 25. (New) A hull as claimed in claim 24 wherein each strake of the at least first pair of strakes at least in part has a pair of surfaces which both extend downwardly from the hull at an angle of 75 degrees to 90 degrees to the horizontal when the hull is level, each of the surfaces when immersed in water capable of giving rise to a lateral force on the hull during turning of the hull on water.

Claim 26. (New) A hull as claimed in claim 24 wherein the strakes of the said pair of strakes are located one each on either side of a keel provided centrally on the underside of the hull, the strakes being spaced equidistantly from the keel.

Claim 27. (New) A hull as claimed in claim 22 wherein the strake extends along the majority of and not the complete length of the underside of the hull.

Claim 28. (New) A hull as claimed in claim 22 wherein the hull has a keel and the strake does not extend lower than the lowest part of the keel.

Claim 29. (New) A hull as claimed in claim 22 wherein the underside of the hull has a plurality of removable panels and the strake extends over at least one removable panel.

Claim 30. (New) A hull as claimed in claim 22 wherein at least one section of the strake is formed integrally with the hull.

Claim 31. (New) A hull as claimed in claim 22 wherein at least one section of the strake is formed independently of the hull and then fixed to the hull, the said section of strake being a rearward section of the strake.

Claim 32. (New) A hull as claimed in claim 22 wherein at least one section of the strake is formed independently of the hull and then fixed to the hull, the said section of strake being a forward section of the strake.

Claim 33. (New) A hull as claimed in claim 31 wherein at least one independently formed section of strake is located extending over a removable panel in the underside of the hull so that the independently formed section of strake can be removed to permit removal of the removable panel.

Claim 34. (New) A hull as claimed in claim 32 wherein at least one independently formed section of strake is located extending over a removable panel in the underside of the hull so that the independently formed section of strake can be removed to permit removal of the removable panel.

Claim 35. (New) A hull as claimed in claim 22 which has a planing surface and a maximum deadrise angle on the planing surface of 6 degrees.

Claim 36. (New) A hull as claimed in claim 23 wherein the pair of surfaces of at least one section of the at least one strake are convergent such that the section of the strake reduces from root to tip.

Claim 37. (New) A hull as claimed in claim 23 wherein the pair of surfaces of at least one section of the at least one strake are divergent such that the section of the strake increases from root to tip.

Claim 38. (New) A hull as claimed in claim 22 which can be propelled through water to a speed where sufficient hydrodynamic lift is achieved for the hull to plane.

Claim 39. (New) An amphibious vehicle incorporating the hull as claimed in claim 22.

Claim 40. (New) An amphibious vehicle as claimed in claim 39 further comprising a jet drive used to propel the vehicle through water in a marine mode to a speed where sufficient hydrodynamic lift is achieved for the vehicle to plane.